

Since the days when Gilbert Parker gave us the fascinating "Pierre and the People" there has been an increasing flood of books on the northernmost regions of the continent, British and American; much of it refreshing in its vigorous vitality and in the novel contrast which it presents to the sophisticated and artificial life of the fashionable resorts. If a civilization is the literature of the eternal best, as we have developed, the present forecasts of Mr. Wells' like him, she sees in the conquest of the air the most potent force for world peace. The dirigible and the aeroplane first became practicable, she points out with burning indignation, the thoughts of the leaders of men in Europe turned to the conquest of the air as the servant of the pursuits of peace, but as a new engine of war and destruction. Man, having at last solved the great problem of air travel, he is now in a hurry, call it so, but like

tion to the cause; that her subsequent service in the foremost rank was of less importance and weight. In a sense this is undoubtedly true, but, on the other hand, the labor of one who added thousands upon thousands of the followers who made the peace ideal a part of their daily thought and aspiration and determination of the world over, far outweighs that of many leaders. If ever fiction with a mission was justified and glorified by its results, it was Bettina von Suttner's novel. It lacked inspiration, perhaps, but it is alive with a noble conviction.

Her death places on the onward path a milestone whence one can look back upon the road traversed. And what strikes one most in the retrospect, at least so far as the fictional peace propaganda is concerned, is the measure of organization already attained, what may be called the "standardization" of its arguments, means and ends. This new story of the age, the age of standardization strikingly in agreement in its general argument with, to name only the foremost of them all, the recent forecasts of Mr. Wells. Like him, she sees in the conquest of the air, the first and most promising of world peace. When the dirigible and the aeroplane first became practicable, she points out with burning indignation, the thoughts of the leaders of men of Europe turned to once its possibilities, not as a servant of the pursuits of peace, but as a new engine of war and destruction. Man, having at last solved the problem of the air, the age violated that his body could soar, but left the

With these antecedents it was natural that the abolition movement should have its origin in Boston. At that time, it must be confessed, the negro was looked upon there and throughout New England with a certain degree of disfavor. The attitude of Miss Opie's in "Uncle Tom's Cabin" was typical, and it was against this coldness of the nominal opponents of actual slavery that the movement for enfranchisement had to contend as much as against positive pro-slavery resistance. In these circumstances Boston was the scene of some of the most celebrated efforts of the cause. The abolition of the slave trade by the British Parliament, which literally convulsed the whole commonwealth and made tremendously toward the development of the anti-slavery sentiment in this country, was first discussed in the history of the 54th Massachusetts Regiment and its chivalrous commander, Robert Gould Shaw forms a brilliant chapter in the annals of the cause. The trial of Shaw by the side of his negro comrades beneath the blood-drenched sands of Wagner formed a fitting sequel to the burial of Attains in the same ground by the fellow veterans of the Boston "Massacre."

The follies and excesses of the Reconstruction era at the South reacted upon the North and caused a widespread reaction in the country. A sympathetic enthusiasm which had been aroused before and during the war, and the negro race generally throughout the country suffered under the reaction. The negro race was forced back upon his own resources, and was compelled to vindicate himself and to establish his own place in the nation. How he is doing is a subject in which the public is so much interested in interesting, and instructive detail in Mr. Daniels's volume. The physical, social, ethical, religious, political and economic aspects of the negro race are here presented in an impartially considered. There is a just

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were arose before and during the war, and the negro race generally throughout the country suffered undervalued discredit. Thereafter the negro was forced back upon his own resources, and was compelled to vindicate himself and to establish his own place in the nation. How he is doing this, particularly in Boston, is described in interesting, and instructive detail in Mr. Daniels's volume. The physical, social, ethical, religious, political and economic aspects of the negro in Boston are carefully and impartially considered. There is a just

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the editor of the standard edition of his writings published by the Macmillan Company in charge of the Nietzsche fund in the English speaking countries.

Charles Reade's Ways.

It is interesting, in connection with the centenary of Charles Reade's birth this month, to recall the reason he gave to Henry Waterson for never visiting America. "I dare not think about it," he exclaimed; "in the first place, I can't drink or smoke, and in the second, I am not a Christian."

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ent probably still holds good the American capital continues to be more profitably invested in other enterprises than the ocean carrying trade. Nearly one-half of the contents of this number is devoted to fiction, in deference to the tradition that midsummer is the time for light reading.